

SCATS Transportation Alternatives Project Priority Rating System

Due to their nature, a separate project selection priority system is used for the Transportation Alternatives (TA) program projects. Note: SCATS Policy Committee funding policy is to only fund construction and right-of-way acquisition. Projects with approved plans/designs will score higher in the funding commitment and project quality & viability categories.

The following types of programs qualify for TA funds and will be reviewed under criteria listed in the following categories:

1. Category 1: Bicycle and Pedestrian Projects:

- a. Construction and right-of-way purchase of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990,
- b. Construction and right-of-way purchase of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs,
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

2. Category 2: Scenic and Environmental

- a. Construction of turnouts, overlooks, and viewing areas,
- b. Inventory, control, or removal of outdoor advertising,
- c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control,
- d. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of title 23,
- e. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

3. Category 3. Historic and Archeological

- a. Historic preservation and rehabilitation of historic transportation facilities.
- b. Archaeological activities relating to impacts from implementation of transportation project eligible under title 23.

Upon receipt of the application from the sponsor, the SCATS staff conducts an evaluation using the following criteria:

Common Criteria

Project Delivery

Sponsors past performance on the delivery of ODOT projects, OPWC projects, or other state-funded projects. The maximum total point value is 15.

15	Project completed in a timely and professional manner with no problems
8	Project completed but with some problems
0	No project delivery experience
-5	Major problems or unsatisfactory performance

Cost Estimates

Determination as to reasonableness and detail of cost estimates. The maximum total point value is 5.

5	Cost estimates are reasonable and have sufficient detail
3	Cost estimates are moderately high or low and have sufficient detail
-5	Cost estimates are not reasonable and/or have insufficient detail, and/or contain ineligible costs

Funding Commitment

Available funding for preliminary engineering, design and the local share of construction. The maximum total point value is 10.

10	Resolution/ordinance with identified available and accessible local share
0	No resolution/ordinance, or document does not contain required information
-5	Reviewers knowledge of financial difficulty/hardship

Project Quality and Viability

Extent of project's strengths, weaknesses, and readiness; and show of public support. The maximum total point value is 20.

Project Strengths/Weaknesses/Readiness	
10	Project has no obstacles
5	Project has minor obstacles
0	Project has major obstacles

Demonstration of public awareness	
5	Sponsor has used various methods to inform public of project (e.g. news articles, website, support letters, part of local or regional plan) and virtually no known public opposition
3	Sponsor has made some effort to inform public and minimal opposition
0	Minimal awareness and/or some well documented opposition

Operation and Maintenance Capabilities	
5	Sponsor has shown strong ongoing maintenance commitment as evidenced by other projects, park facilities, staff knowledge, etc.
0	Sponsor is committed to maintaining the project but there are some potential issues with maintenance
-5	Maintenance commitment has not been made and/or clear evidence of lack of maintenance on other facilities, parks, projects, etc.

Category I - Bicycle and Pedestrian Projects

Relationship to Transportation System

Need(s) the proposed project will address. The maximum total point value is 25.

10 5	Included in the SCATS bicycle plan OR Included in an adopted local bicycle or pedestrian plan
10 5	Completion of a missing link on a state or countywide wide facility OR Completion of a missing link on a local facility, or extension to existing trail
3	Provides new access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
2	Enhances existing facility (e.g. benches, lighting, etc.)

Project Usage

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data. A three-mile area is used for bicycle projects and a one-mile area is used for pedestrian projects. The maximum total point value is 10.

10	> 20,000
8	15,001 to 20,000
6	10,001 to 15,000
4	5,000 to 10,000
2	< 5,000

Project Characteristics

Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15.

Legal Speed Limit 0-5	5	> 50 MPH
	4	40 to 50 MPH
	3	30 to 40 MPH
	1	<30 MPH
	0	No alternative roadway

Conflict Factor 0-10	4	Provide safe crossing at railroads, roadways or rivers
	4	Provide safe accommodation for bicyclists and/or pedestrians parallel to railroads, freeways or rivers
	1	Eliminates one or more intersections
	1	Eliminates ten or more driveways

Category II - Scenic and Environmental

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data for individuals within a one-mile area surrounding the project. An alternative user base is the number of vehicles that pass the location on a daily basis (ADT). The maximum total point value is 15.

Residents & Workers		OR	Vehicles	
5	<5,000		5	<20,000
10	5,000 to 20,000		10	20,000 to 50,000
15	>20,000		15	>50,000

Project Characteristics

Degree of the project's environmental and visual impact. The maximum total point value is 35.

15	The project will: remove an existing visual blighting influence; will substantially enhance the visual environment; will protect endangered and/or threatened species or provide protection in high collision areas between vehicles and wildlife; <i>and/or will substantially improve water quality beyond existing requirements</i>
10	The project is a good use of public dollars that can be quantified with short- and long-range economic and/or environmental benefits
4	The project creates a visual impact, and is unique to the area's identity
4	The project will save a site that has a major threat to be lost
2	The project is located within a historic district currently listed on the National Register of Historic Places

Category III - Historic and Archaeological

Project Usage

Estimated user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of vehicles driving past a site). The maximum total point value is 15.

15	>20,000
10	5,000 to 20,000
5	<5,000

Historical Importance

Extent that the project preserves a historically or archaeologically significant site. The maximum total point value is 15.

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

Historical Characteristics

Number of historic characteristics the project possesses. The maximum total point value is 20.

10	The site is representative of a significant period in Ohio history
10	The site involves the use of materials or techniques that are historically or archaeologically unique, or is one of only a few remaining examples of a once common structure/site in Ohio
10	The site was designed, constructed or occupied by a person of historic significance

I:\TIP-STIP\FY 2016-2019\SCATS Transportation Alternatives Scoring FINAL.doc

3/25/2014 9:18 AM